

**REPORT - PLANNING COMMISSION MEETING
March 13, 2003**

Project Name and Number: Centerville Depot Second Parking Lot (PLN2003-00152)

Applicant: City of Fremont

Proposal: To consider a Conditional Use Permit for a second public parking lot for the Centerville Depot located at 3849 Peralta Boulevard.

Recommended Action: Approve, based on findings and subject to conditions

Location: Centerville Planning Area

Assessor Parcel Number: 501 147400807

Area: 0.970 acres / 42,360 SF

Owner: Phiet H. Dang

Consultant: n/a

Environmental Review: Categorical exemption per Section 15311 of the CEQA Guidelines, Accessory Structures.

Existing General Plan: Community Commercial Center

Existing Zoning: Community Commercial (C-C), Centerville Specific Plan Area (CSPC)

Existing Land Use: 11,250 square foot one-story commercial building housing and associated parking

Public Hearing Notice: Public hearing notification is applicable. A total of 160 notices were mailed to owners and occupants of property within 300 feet of the site on the following streets: Birchwood Terrace, Nutwood Terrace, Peralta Boulevard, Bonde Way, Meadowbrook Common, Fremont Boulevard, Jason Way, Mila Court, Rose Court. The notices to owners and occupants were mailed on February 28, 2003. A Public Hearing Notice was delivered to The Argus on February 26, 2003 to be published by March 3, 2003.

Project Description: The project involves the removal of an 11,250 square foot building to accommodate a new public parking lot for the Centerville Train Depot. The proposed parking lot is directly across the railroad tracks from the current Centerville Train Depot and 122-space parking lot. The site is also adjacent to the newly completed Bill Ball plaza and station platform serving the northbound passengers on the Capitol Corridor and ACE service. The City of Fremont is in the process of obtaining funds for this project from the 2002 State Transportation Improvement Program (STIP) and Interregional Transportation Improvement Program (ITIP). The approval of this Conditional Use Permit will assist with the City's funding application.

The addition of this second public parking lot will aid in alleviating a parking and congestion problem at the Centerville Train Depot. Currently, there is one entrance and exit off of Fremont Boulevard to the existing parking lot, which serves both northbound and southbound passengers. Northbound passengers are currently crossing the tracks at Fremont Boulevard to wait for the train at the new station platform area in the Bill Ball Plaza. This proposal will allow northbound passengers to park their vehicles in the second parking lot and have direct access to the adjacent Bill Ball Plaza and passenger shelter. The proposed parking lot will be accessed from Peralta Boulevard, a major east-west thoroughfare.

Staff evaluated the proposed demolition of the existing building and has found that the structure is not a significant historic resource. City of Fremont records indicate that the existing commercial building was constructed in 1950 and was originally used as a Safeway. During a recent site visit, staff observed the presence of several major exterior and interior

alterations, which have negatively affected the integrity of this building. It has been determined, therefore, that the demolition of this structure will not create an adverse impact on an historic resource or the environment.

The public parking lot will consist of 98 spaces including 4 motorcycle parking spaces. Associated landscaping, lighting and fencing complement the existing station fabric and layout. It should be noted that future plans for this parcel include the extension of the platform serving the northbound Capitol Corridor and ACE service. This extension will provide opportunities for additional pedestrian access points and possibly an additional shelter at the northern portion of this site. Future plans for these structures will be evaluated by staff during the Development Organization process.

Project Analysis:

- **General Plan Conformance:** The existing General Plan land use designation for the project site is Community Commercial. The following General Plan Goals, Objectives and Policies are applicable to the proposed project.

Goal F6 A unified city with thriving districts and emerging communities, each with its own identity.

Policy LE 3.2.1 Actively promote the revitalization of existing community commercial centers, drawing on the unique and historic features of each community.

Analysis: *The Bill Ball Plaza and associated platform is accessible from the proposed parking lot. The addition of this property to the Station 'complex' is advantageous as it introduces a new direction for commuters to enter the plaza and access the platform. The proposed public parking lot will help alleviate the congestion off of Fremont Boulevard and help reduce the parking problem around the immediate vicinity of the Centerville Depot. The proposed parking lot is cohesive in design with the Centerville Depot, the main parking lot across the tracks and the Bill Ball Plaza.*

Goal T3 Transportation facilities and corridors that enhance the City's identity, and especially its historic, visual and natural resources.

Analysis: *The parking lot layout and associated landscaping is designed to enhance the plaza and the Centerville Depot. Future plans may include the extension of the platform for the northbound service and the addition of a new shelter.*

- **Centerville Specific Plan:** This project is located within Subarea 1 of the Centerville Specific Plan. Subarea 1 is the historic retail district of Centerville. It contains the largest and oldest concentration of neighborhood and community retail uses and structures. Subarea 1 also includes a Public Facility district for the historic train station site, and associated parking and the newly created Bill Ball Plaza. The proposal at this point is to obtain a Conditional Use Permit to allow for the public parking use as well as the approval of the design of the parking lot for funding purposes. Once the City purchases the property from the current land owner, the City will propose a General Plan Amendment and Rezoning from Commercial to Public Facility for consistency purposes. Long term plans for the platform extension for the northbound service, associated landscaping and platform design, and the possible addition of a new shelter will be reviewed by staff during the Development Organization process. This project complies with the intent and requirements of the Centerville Specific Plan.
- **Zoning Regulations:** The site is zoned Community Commercial (C-C). Section 8-21101 permits automobile parking in the C-C district in the form of parking garages, parking lots or parking structures. Per Section 8-21103, a Conditional Use Permit is required for public and quasi public uses. The proposed layout, drive aisles and parking space dimensions are in conformance with the Zoning Ordinance. All development, extensions or expansions of lot, structures or uses shall be subject to the Development Organization review process.
- **Landscaping:** The proposed layout of the parking lot and associated landscaping will retain the view corridor to the flagpole from Peralta Boulevard. Existing trees will be preserved on the site, except for a privet tree found to be in poor condition. A variety of perennials, shrubs and groundcovers are proposed, many of which are found in

the Bill Ball Plaza, and Centerville Depot area and associated parking lot. Camphor trees, found to be a strong structured tree with heavy trunk and heavy, upright and spreading limbs are proposed to create an edge and help buffer the view of the parking lot from the adjacent platform. The planting pattern for those trees are reminiscent of the pattern in the Bill Ball Plaza. Flowering Pears are being used to also define the edges of the parking lot while the European Hornbeams proposed along the northeastern portion of this property are proposed to screen the existing building. Areas for new development such as the extension of the platform, or possible new shelter at the northeast corner of the property have been left open with the use of shrubs and groundcover as a temporary landscape treatment. Red oaks are proposed to be located in planters satisfying the Centerville Specific Plan Subarea 1 requirements for landscaping in parking areas for one five gallon or larger tree for every 5 parking spaces not on the perimeter of the parking lot.

- An ornamental iron fence will be placed along the railroad tracks to match fencing along Bill Ball Plaza. The proposed lighting fixture will be 25' in height and will be identical to the lighting found in the existing Centerville Depot parking lot. Future signage for the parking lot will be located at the entry of the site and will be evaluated during the Development Organization process.
- **Circulation/Access Analysis:** Two one-way driveways on Peralta Boulevard will provide access to the project site. The geometry and location of the driveways shall be subject to review and approval of the City Engineer during Development Organization review. Pedestrian access to the site is provided by the public sidewalk on Peralta Boulevard and a sidewalk connection through the site into Bill Ball Plaza to the west. Peralta Boulevard, also known as State Highway 84, is a four lane major thoroughfare. Improvements within Peralta Boulevard will also require a Caltrans encroachment permit. On-site vehicular circulation is primarily via one-way drive aisles with sixty-degree diagonal parking stalls. Parallel parking stalls are proposed along the west and south project boundary. Directional pavement markings and signs will be installed to help control the flow of on-site traffic. The parking lot has been designed to conform to the Fremont Municipal Code requirements.
- **Urban Runoff Clean Water Program:** The Federal Clean Water Act of 1972 and Water Quality Act (1987) require localities throughout the nation to obtain a National Pollutant Discharge Elimination System permit (NPDES) in order to discharge storm water into public waterways such as creeks, rivers, channels and bays. The project will comply with the City's Urban Runoff Clean Water Program in accordance with the NPDES requirements issued by the State's Water Quality Control Board.

Redevelopment: This project is within the Centerville Redevelopment Area. This project furthers the goals and objectives of the adopted Redevelopment Plan by encouraging regional commuter rail service (Redevelopment Plan, Section B.16).

Environmental Analysis: This project is categorically exempt from CEQA per Section 15311 of the CEQA Guidelines. This section allows exemptions for small parking lots. On behalf of the City of Fremont, in February of last year, Fehr & Peers Associates, Inc. conducted a parking occupancy study for specific target areas in the Centerville Redevelopment Area. The peak occupancy conditions for the existing 122-space parking lot were quantified as being 51-90% before 5 pm. Side streets located near the Centerville Depot Station (that were part of the target area study) were in some cases 91-100% at capacity before 5 pm. The parcel in question, which contains 62- parking spaces for a retail use, was found to be less than 20% capacity.

The construction of this second parking lot will help alleviate the current parking conditions within the existing parking lot and immediate vicinity of the train station. Currently one 122-space parking lot serves all northbound and southbound commuters, and is accessed from only one entry/exit drive off of Fremont Boulevard. The second parking lot will not generate additional traffic trips on Fremont Boulevard, or introduce conflicting traffic movements since the parking lot access/entry drive is off of Peralta Boulevard. In fact, it is expected that the proposed second parking lot will relieve congestion on side streets located near the Centerville Depot Station because train passengers will use the proposed second parking lot instead of parking on side streets.

Response from Agencies and Organizations: No responses have been received.

Enclosures: Exhibit "A" Site Plan & Landscape Plan
 Exhibit "B" Findings and Conditions of Approval

Exhibits: Exhibit "A" Site Plan & Floor Plan
 Exhibit "B" Findings and Conditions of Approval

Recommended Actions:

1. Hold public hearing.
2. Find the proposed project to be categorically exempt from environmental review per Section 15311 of the CEQA Guidelines.
3. Find PLN 2003-00152 is in conformance with the relevant provisions contained in the City's existing General Plan and the Centerville Specific Plan. These provisions include the designations, goals and policies set forth in the General Plan and the Centerville Specific Plan as enumerated within the staff report.
4. Approve PLN 2003-00152, as shown on Exhibit "A", subject to findings and conditions on Exhibit "B".

Exhibit "B"
Findings and Conditions of Approval for PLN2003-00152
3849 Peralta Boulevard

Centerville Depot Second Parking Lot – Conditional Use Permit

FINDINGS:

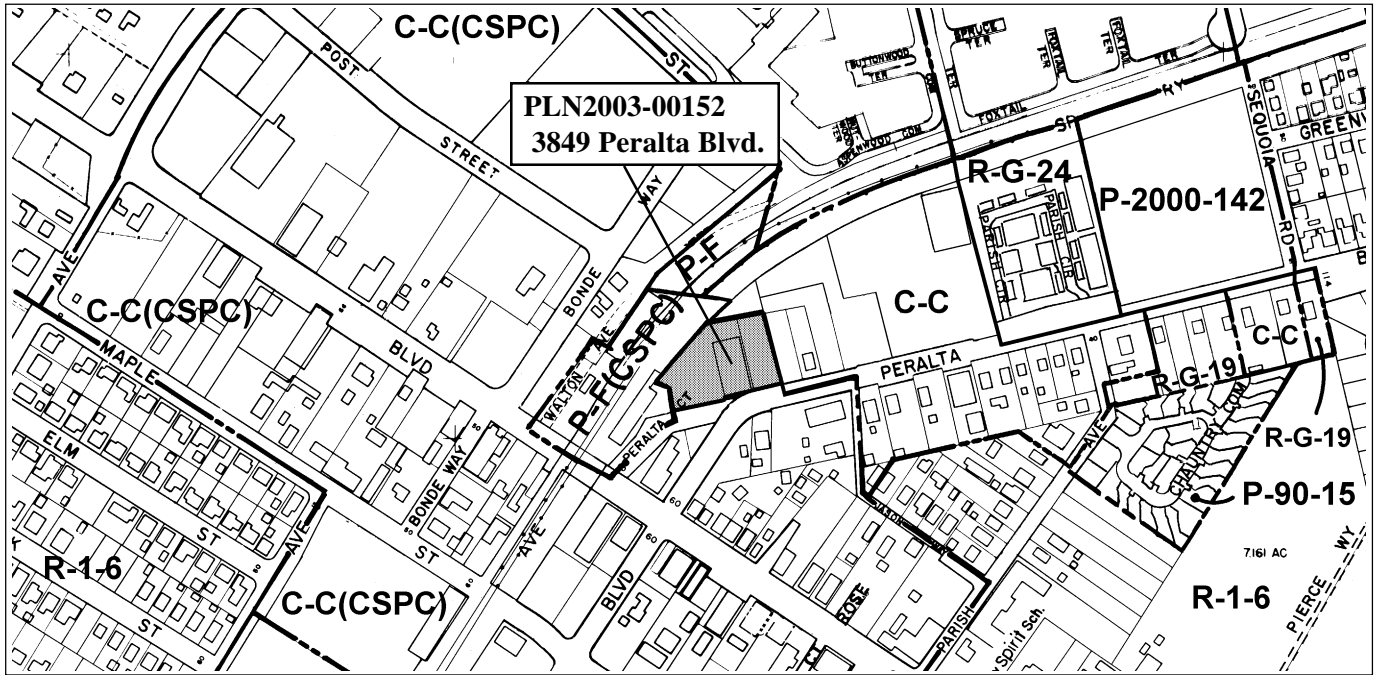
1. The use is consistent with the General Plan designation for the site; since the land use, a public parking lot is conditionally permitted on property designated Community Commercial on the General Plan and the CCSP.
2. The site is suitable and adequate for the proposed use because the public parking lot conforms to ordinance requirements for the zoning district and is subject to conditions of approval that will ensure the use does not have an adverse impact on the site or surroundings.
3. The proposed use and design would not have a substantial adverse effect on vehicular (including bicycle) or pedestrian circulation or safety, on transit accessibility, on the planned level of service of the street system or on other public facilities or services because all roadway improvements adjacent to the project site have been completed or will be completed with this project. Points of ingress-egress are properly located, and adequate fire fighting equipment access and facilities are available.
4. The estimated economic effect of the proposed use on nearby uses is not adverse because the proposed public parking lot will help remedy the parking situation in Centerville.
5. The proposed use would not be detrimental to the general welfare of persons residing in the immediate vicinity, the neighborhood, or the community at large because the public parking lot will provide parking for train users with adequate parking, and would not create nuisances or degrade the environment and is designed to limit impacts on surrounding residents.
6. The design of the project is compatible with existing and proposed development in the district and its surroundings because the proposed project is designed to be compatible with the adjacent public plaza and Centerville Train Depot.
7. All public improvements or facilities required as a part of this approval are directly attributable to the proposed development, and are required for reasons related to public health, safety and welfare.
8. The proposed project described in the application will not endanger public sewers, storm drains, watercourses, streets, street improvements, or other property; will not interfere with existing drainage courses; and will not result in debris being deposited on any public way. The adequacy of the existing sewer, water and drainage facilities proposed for the project has been reviewed by the different utility agencies. The proposed development will not alter or obstruct the natural flow from abutting properties or divert drainage from its natural watershed.

CONDITIONS:

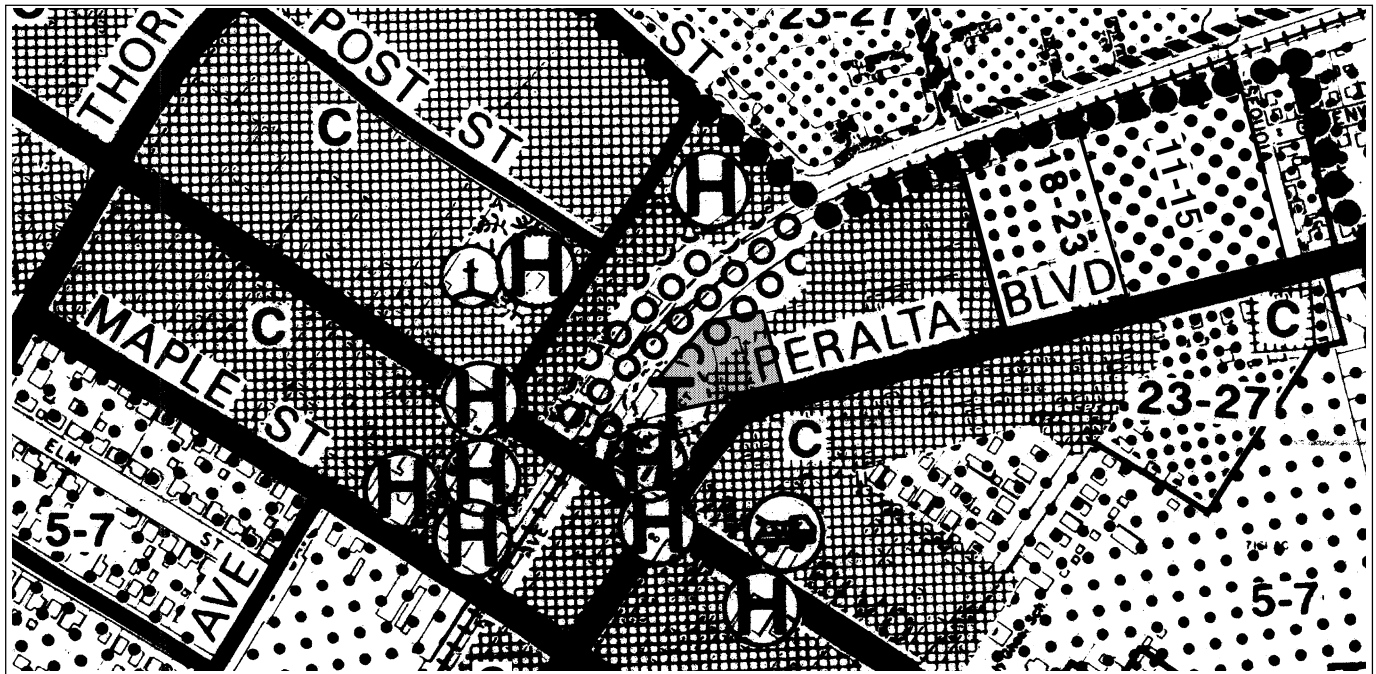
1. Approval of PLN2003-00152 shall conform to Exhibit "A" (Site Plan and Landscape Plan) and all conditions of approval set forth herein.
2. Plans shall be submitted to the Development Organization for review to insure conformance with relevant codes, policies and other requirements of the Fremont Municipal Code.

3. Minor modifications to the Conditions of Approval within this Conditional Use Permit may be allowed, subject to the approval of the Assistant City Manager, if such modifications are in keeping with the intent of the original approval.
4. If the Assistant City Manager finds evidence that conditions of approval have not been fulfilled or that the use or uses has or have resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or have a substantial adverse impact on public facilities or services, the Assistant City Manager may refer the use permit to the Planning Commission for review. If, upon such review, the Commission finds that any of the results above have occurred, the Commission may modify or revoke the use permit.
5. Signage will be reviewed during the Development Organization process.
6. The precise geometry, location, and number of driveways on Peralta Boulevard shall be subject to review and approval of the City Engineer during Development Organization.
7. The developer shall comply with the City's Urban Runoff Clean Water Program in accordance with the NPDES requirements issued by the State's Water Quality Control Board.
8. The project plans shall identify Best Management Practices appropriate to the uses conducted on-site to effectively prohibit the entry of pollutants into storm water runoff. The plans will also include storm water measures for operation and maintenance of the project, subject to review and approval during Development Organization.
9. All public and private storm drain inlets are to be stenciled "No Dumping – Drains to Bay" using stencils purchased from the Alameda County Urban Runoff Clean Water Program at 951 Turner Court, Hayward, California. Color and type of paint to be as approved by the City Engineer.
10. All on-site storm drains are to be cleaned each year immediately before the beginning of the rainy season (October 15). The City Engineer may require additional cleaning.
11. Landscaping shall be properly maintained and shall be designed with efficient irrigation practices to reduce runoff, promote surface infiltration, and minimize the use of fertilizers and pesticides that can contribute to stormwater pollution. Where feasible, landscaping should be designed and operated to treat stormwater runoff.

INFORMATIONAL



Existing Zoning



Existing General Plan

Project Number: PLN2003-00152 (CUP)
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Note: Prior arrangements for access are not required for this site.

